

THE ILLUSTRATED LONDON NEWS

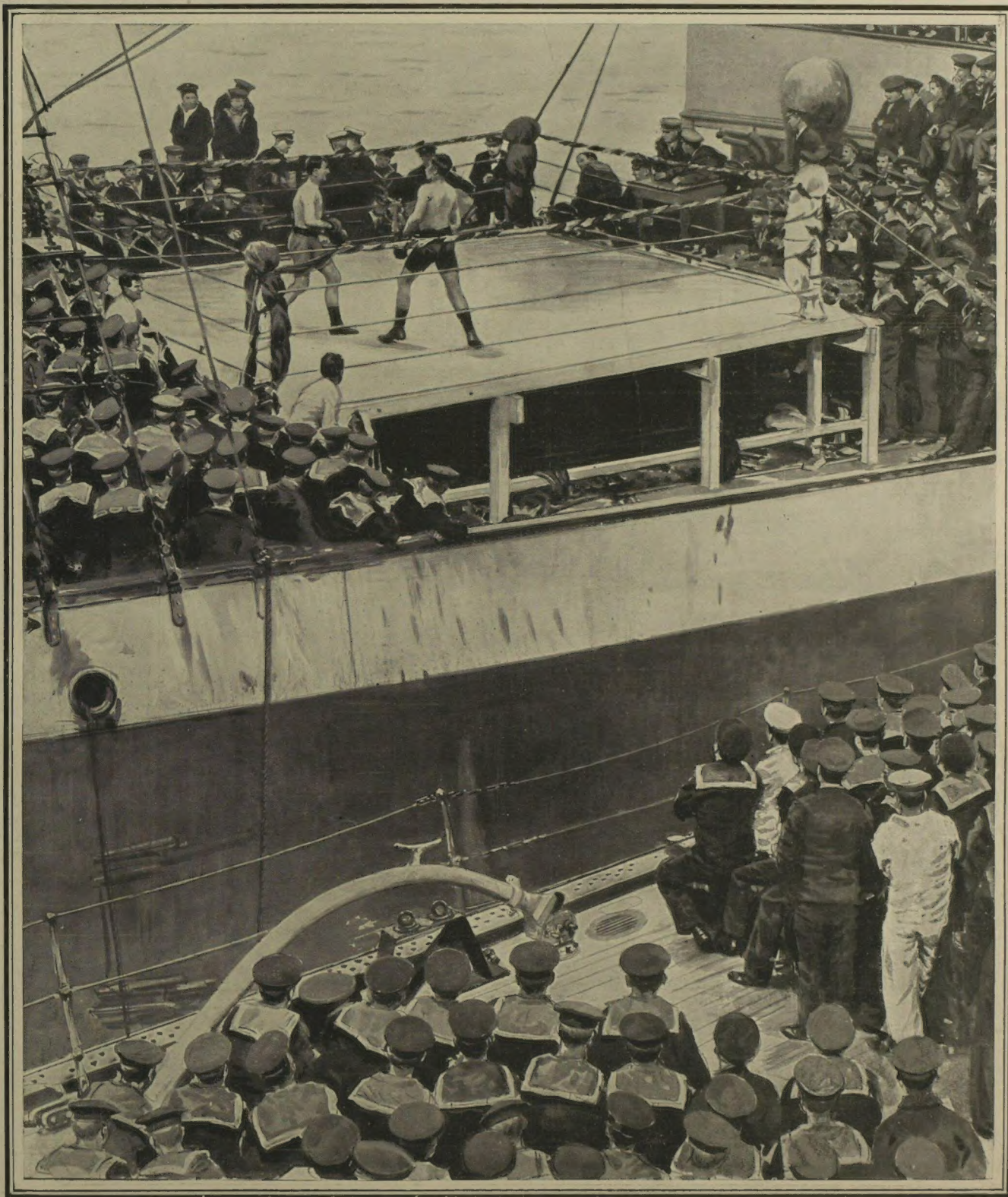
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SATURDAY, JULY 14, 1917.

SEVENPENCE.

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NAVAL BOXING: THE RING ON BOARD A BRITISH WAR-SHIP; WITH ADDITIONAL SPECTATORS IN ANOTHER SHIP.

Boxing has always been a popular sport in the Navy, and during the war it has come more than ever into favour, both as a recreation and a means of keeping fit. Our illustration shows a boxing competition in progress on board one of his Majesty's ships; while another, lying alongside, also provides for a number of spectators. The value of boxing as a sport for fighting men is obvious, for it fosters just those qualities which

are needed in battle. Among the armies at the front it is largely practised, as well as in the Fleet, and boxing competitions are of frequent occurrence. It has been pointed out that practically every trick of fence used in bayonet-fighting has been borrowed from the boxing ring. It is not difficult to imagine also that the sailor, as well as the soldier, may find it extremely useful in certain circumstances to be skilled in the art of self-defence.

DRAWN BY S. BREGG FROM AN OFFICIAL PHOTOGRAPH. COPYRIGHTED IN THE UNITED STATES AND CANADA.

GREECE UNDER THE NEW RÉGIME: VENIZELISTS FOR THE BALKAN FRONT.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



A PRESENTATION OF FLAGS TO GREEK TROOPS AT SALONIKA: AN INFANTRY REGIMENT, WITH ITS COLOURS, ABOUT TO LEAVE FOR THE FRONT.



AFTER THE BLESSING OF THE COLOURS: THE COLONEL OF A GREEK REGIMENT ADDRESSING HIS MEN IN THE PRESENCE OF M. VENIZELOS.

Before leaving Salonika for Athens, where he has formed a new Government, M. Venizelos presided at a presentation of flags to a contingent of Greek troops leaving for the Allied front in the Balkans. An account of one such ceremony was given recently in a Reuter message from Salonika. "A unit of the Army of National Defence," it stated, "left here to-day for the front, after the usual inspection and presentation of colours by the National Triumvirate. The men, who were well equipped, presented a fine appearance,

and were warmly cheered by the crowds lining the streets. According to a telegram received by the Venizelist Government, all the non-commissioned officers belonging to the 6th Infantry Regiment, which formed part of the garrison at Athens, have joined the Nationalist movement." For some time past Greek regiments have been serving with the Allies in the Balkans, and on one occasion, operating in conjunction with the French troops, brilliantly captured an enemy work and took about 30 prisoners."

THE OLD RÉGIME IN GREECE: ROYAL EXILES LANDING IN ITALY.

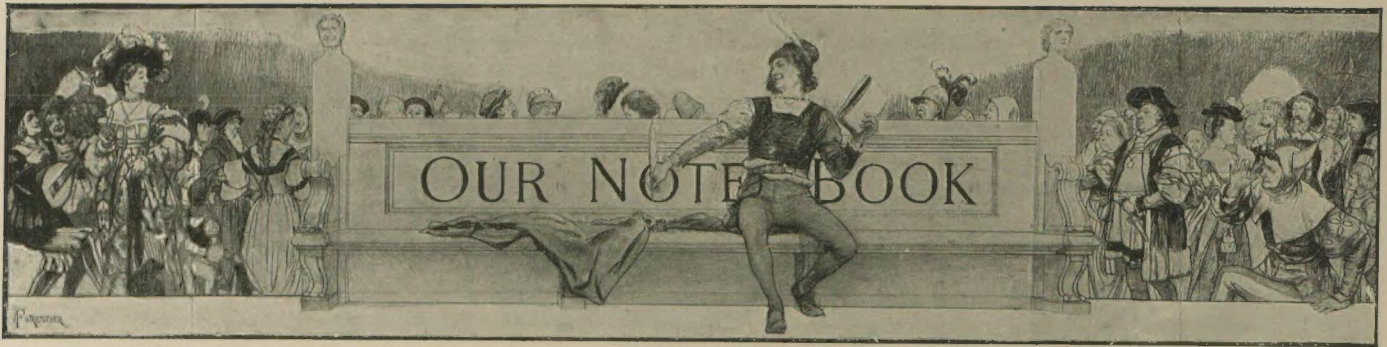
ITALIAN NAVAL OFFICIAL PHOTOGRAPH.



LANDING AT AN ITALIAN PORT AFTER LEAVING ATHENS: EX-KING CONSTANTINE (ASCENDING STEPS) AND HIS FAMILY COMING ASHORE FROM HIS YACHT.

In our issue of June 30 we illustrated the departure of ex-King Constantine from the shores of Greece on June 14, our photograph showing him at Oropos about to enter a pinnace to go on board the royal yacht "Sphakteria." Here we are enabled to show the termination of the voyage. The exiled King is seen, with bowed head and weariful gait, ascending the quay steps at an Italian port, accompanied by his wife (ex-Queen Sophie) and daughters, and his eldest son, the ex-Crown Prince of Greece (following behind his father). A telegram from Messina published in the "Giornale d'Italia" of

June 17 stated: "The Greek royal yacht 'Sphakteria,' escorted by three destroyers flying the flags of Italy, France, and Great Britain, and two small Greek transports, arrived here at 8.45 'his morning from Oropos, having on board ex-King Constantine, ex-Queen Sophie, and the ex-Crown Prince George, with other members of the royal family and several high officials. Both the ex-King and the ex-Queen were rather the worse for sea-sickness. The members of the Greek royal family will leave to-day by special train for Switzerland."



By G. K. CHESTERTON.

HAVING sometimes introduced upon this page the distinguished name of Mr. H. G. Wells in order to differ from him, I may perhaps do so in a sense in order to defend him, though from an attack so absurd that he might hardly think it worth while to defend himself. But somebody has sent me a copy of the *Pro-German Continental Times*, containing a denunciation of his position, and incidentally of my own. It contradicts some of the many truths he has put into the mouth of Mr. Britling; but the most concrete item is his very just and fundamental remark: "This is not a war of races, but of ideas." The answer to this is most extraordinary, for the German writer denies the first clause by a clamorous assertion that England has brought "black, yellow, brown, and red" men into the field. How this can prove it is a race war I cannot imagine. That England has used races remote from her own may be right or wrong; but it must rather prove that England is indifferent to race than that she is concerned about it. If she desires the victory of a race, it must be a striped or spotted race, which is white, black, yellow, brown, and red all at once.

But the contribution to the *Continental Times* has other aspects. Any one reading this interesting article will soon realise that the difficulty about the Germans is that they are perfect. All nations think themselves better than they are; but all others are so far conscious of their defects as to soften them with sophistry or euphemism. But Germans have no defects to soften: mention any merit whatever, and they will be found to be notably eminent in that merit. Here, for instance, is a perfect passage: "One might reaffirm for the hundred-thousandth time the evidence of all honest observers that the Germans are, of all belligerents, the calmest, most self-critical, and objective-minded." The German criticises himself quite calmly as an object—and that is his criticism! Now if it be said that all patriots are of a piece in such things, I say they are not. I should never dream of saying that the English were the calmest, most self-critical, and objective-minded of the nations; in the middle term especially I think them dangerously defective. I should say the calmest of all belligerent peoples were the Turks; the most self-critical, probably the Russians; the most objective-minded, beyond all question, the French. But let us see a little of what the writer means by German calmness and self-criticism. Take, for instance, what must be for a German critic, who believes in the German cause, the most curious and interesting question about the war. Why was America, which wished to be pacifist, unable to be neutral? Apart from the old quarrel, what about the new quarrels, especially with the new countries? The German critic attributes the situation to certain activities of England, which he describes as follows: "With the thumb-screws of her ruthless despotism and the venom of her lies and corruption she has bullied, driven, or bribed nation after nation,

race after race, into an unnatural and cowardly antagonism to the heroic enemy whom she and all her countless allies, dupes, accomplices, and victims cannot overcome—Italy, Roumania, China, Brazil—the United States, betrayed by its Tory traitors and its plutocrats into a 'declaration' of war as heinous as it is pusillanimous and idiotic." Now this language may seem to some to be lacking in calm. And, though it is certainly not lacking in criticism, it can scarcely be described as self-criticism. It might even be held that the vision is not wholly objective, in so far as the object seen is a thumb-screw attached to the thumbs of President Wilson. And if this is the calmest criticism in the world, the world must indeed be in a state of some unrest. If this is the nearest approach

says loftily, 'that the Germans, unlike the French, have little taste for martial gloire.' There seems to be something deadly in this word being in French, for the same writer has no objection to saying on the same page that "the glory of German superiority... maintains its almost superhuman ascendancy." Now I should say that practically all men, including Germans and including Englishmen, have some sensibility to "martial gloire." Dr. Johnson was hardly a Frenchified person, and he made a similar remark. In so far as the French are peculiar, it is only because, being more "objective-minded," they recognise it more clearly as a separate thing, described by a single word, not to be confused with things higher or lower than itself. And if a man has to express this sentiment, I would much rather he described it as *gloire*, still more that he described it as glory, than that he should describe it as "military achievements so stupendous that the battle-glories of all history pale and shrink into insignificance... not only prodigies but miracles of valour, audacity, strength, enterprise, and sublime heroism." That is what this particular German writer calls it, by way of showing his German indifference to "martial gloire," and it takes rather longer to write it all down. Indeed, I have only quoted a part of it, and I confess that I am not mentally stoic enough to copy out all the rest.



ON THE WESTERN FRONT: CANADIANS HAULING A GUN INTO POSITION.
Canadian War Records.

to self-criticism that any European can effect, the chances of international understanding seem slightly dim. Of course, raving nonsense of this sort is not peculiar to the Germans; far from it. What is peculiar to the Germans is the attitude of a man who writes the raving nonsense, and writes on the same page that he can calmly criticise the nonsense, and that he finds it to be the calmest criticism.

In the same way the writer inquires, about Mr. Wells: "Would he be mentally stoic enough to endure a *real* comparison between Kultur and culture? Let him contrast the tone, theme, and spirit of the war literature of France and England with that of their enemy." Well, "self-criticism" is a harder matter than he may, perhaps, imagine. But I fancy I am mentally stoic enough to realise, without any temptation to suicide, that there is a great deal of rotten and ridiculous war literature in England, as there probably is in France. But how can we accept the writer's challenge to a comparison more fairly than by comparing it not only with the German propaganda, but with his own German propaganda? For instance, I find another topic—the fame of the soldier—treated with the same inconsistency. "It is true," he

when their class is "conspicuously one of the most pious and God-fearing in the world." Precisely; Prussian aristocrats are conspicuously God-fearing about as much as Prussian critics are conspicuously self-critical. It is the whole point that such people can fill five columns with ranting self-glorification, and then offer it as a conspicuous example of self-criticism. It is the whole point that they carry language to the point of lunacy to celebrate the triumphs of their soldiers and the terror of their flag, and then turn round and thank God they are not as other men are—vainglorious, romantic, even as this Frenchman. It is the whole point that they roar and rage day and night to call attention to their monumental calm. And similarly it is the whole point that they do think a Prussian Junker pious—and that they think that is piety. The chief case against them is that they do not know there is any religion on the world more real than the dead religion they repeat, as part of a deadly military drill. The charge we bring is that the very word "God-fearing" means so little to them that they apply it to men who have reason, in the darkest sense, to fear God—to men who do not fear Him only because they do not believe in Him. This is indeed the piety of Prussia; and it is the atheism of the world.

FROM A PIONEER WAR-ART EXHIBITION: A HEROINE OF MUNITIONS.

FROM A LITHOGRAPH BY A. S. HARTBICK, A.R.W.S. COPYRIGHT STRICTLY RESERVED.



AN EXAMPLE FROM THE FIRST CONCERTED ATTEMPT TO EXPRESS BRITISH WAR EFFORTS AND IDEALS IN ART:

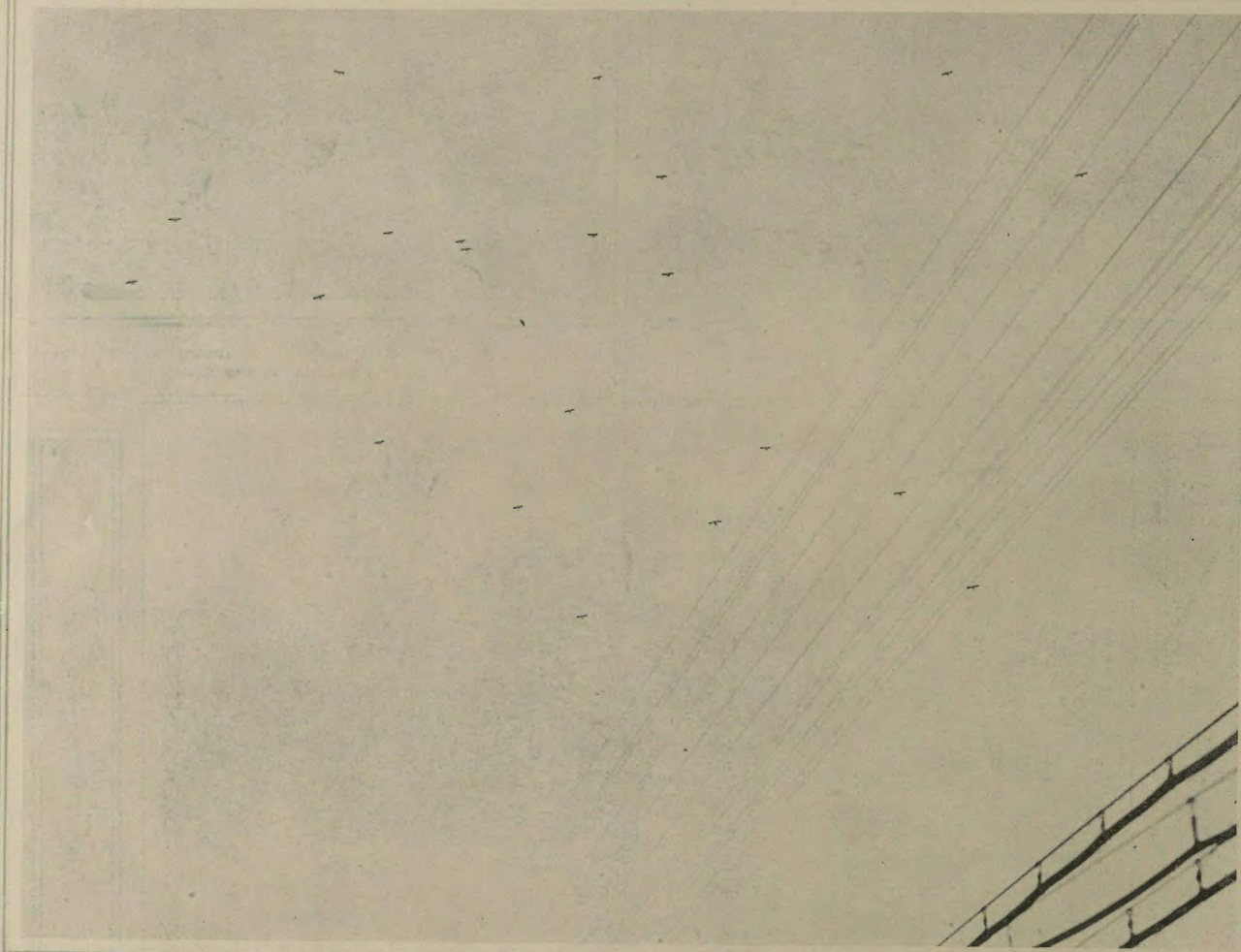
"ON MUNITIONS: DANGEROUS WORK—PACKING T.N.T."

An interesting exhibition was recently opened at the rooms of the Fine Art Society, 148, New Bond Street, under the title of "Britain's Efforts and Ideals in the Great War," illustrated in sixty-six lithographs by eighteen artists. "This exhibition of prints" (to quote a Foreword in the catalogue) "is a first attempt by a number of British artists working in unison to put on record some aspects of the activities called

forth by the Great War, and the Ideals by which those activities are inspired. The collection, as a whole, represents a wide diversity of outlook, both with regard to conception and to execution. . . . It is hoped that this is only the first of many opportunities which will arise of giving concerted artistic expression to themes which are of deep and widespread moment in our National life."

THE BIGGEST AEROPLANE RAID ON LONDON: RAIDERS AND RAIDED.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



AS THOUSANDS SAW THE ENEMY: GERMAN "GOTHA" AEROPLANES OVER THE METROPOLITAN AREA.



VICTIMS OF THE USELESS RAID: A WOUNDED BABY; WOMEN WHO WERE HIT; AND A WOUNDED MAN LEAVING HOSPITAL.

The Metropolitan Area was raided by enemy aeroplanes on Saturday, July 7. In an official account of the raid, issued on the 10th in the form of a report of Mr. Lloyd George's speech in the Secret Session of the House of Commons held on the Monday, it was stated: "Twenty-two German machines, of the Gotha bombing type, carrying about 800 lb. of explosives apiece, came over London. Of these, three were destroyed, one by the machines actually protecting London. Besides this, out of the protecting squadrons which the Germans had organised in order to assist the return of the raiding squadron, six machines were destroyed and one injured. . . . The first consideration before the

Government was to see that the Army in France was sufficiently supplied with aeroplanes. Without air supremacy it was sheer murder to allow troops to advance. . . . If the aeroplanes could be provided both for the front and for our defence, that would, of course, be done. . . . In the last six months we had enormously increased our capacity for turning out machines. We had . . . added over 23,000 men to the number of employees. . . . Our production [*i.e.*, of aeroplanes] was now going up by leaps and bounds." The London casualties in the raid of July 7 were officially given on the 10th as 40 killed (29 men, 6 women, and 5 children), and 194 injured (98 men, 44 women, and 52 children)—a total of 234.

IN THE FIELD AND COUNCIL HALL: RUSSIA'S GREAT WAR MINISTER.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



"IT IS TIME FOR THE ARMY TO DO ITS DUTY": M. KERENSKI (IN CAR) WATCHING RUSSIAN TROOPS MARCH PAST.



"SOLDIERS! THE COUNTRY IS IN DANGER. . . I ORDER YOU, 'FORWARD!'"
M. KERENSKI ADDRESSING RUSSIAN TROOPS.



"OFFICERS AND SOLDIERS, KNOW THAT ALL RUSSIA BLESSES YOUR EXPLOITS": M. KERENSKI, THE RUSSIAN MINISTER OF WAR (ON THE LEFT IN FRONT), SALUTING THE TROOPS.



"IN THE NAME OF A FREE PEOPLE AND THE PROVISIONAL GOVERNMENT": M. KERENSKI (SIXTH FROM LEFT) AND OTHER RUSSIAN MINISTERS AT A CABINET MEETING IN PETROGRAD.

M. Kerenski, the Russian Minister of War, was the moving spirit of the new offensive. He visited the front near the scene of battle and personally addressed the troops, at the same time issuing a stirring Order of the Day, in which he said: "Soldiers! The country is in danger. A catastrophe threatens liberty and the Revolution. It is time for the Army to do its duty. . . In the name of a free people and the Provisional Government I call upon the Armies to take the offensive. Officers and soldiers, know that all Russia blesses your exploits. . . I order you—'Forward!'" Later M. Kerenski telegraphed

to Prince Lvoff: "The offensive has proved to Russia and to the entire world its fidelity to the Revolution." Since the last photograph was taken, there have been some changes in the Russian Ministry. The names from left to right (beginning with the third figure from the left) are: M. Manuiloff (Education Minister), M. Godeff (State Controller), M. Terestchenko (present Foreign Minister), M. Kerenski (War), Prince Lvoff (Premier and Minister of Interior), M. Milukoff (ex-Foreign Minister), M. Nekrassoff (Railways), M. Shingareff (Finance), and M. Konovaloff (Commerce).

THE BRIGHTER SIDE OF THE MESOPOTAMIA

CAMPAIGN: BAGHDAD UNDER THE UNION JACK.



WITH THE UNION JACK FLOATING ABOVE IT; AND BRITISH SENTRIES:
THE NORTHERN CITY GATE, BAGHDAD.



ON THE TIGRIS AT BAGHDAD AFTER ITS CAPTURE: BRITISH MONITORS
LYING OFF GENERAL HEADQUARTERS.



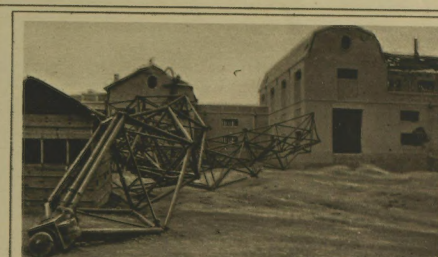
BLOWN UP BY THE ENEMY BEFORE THEY LEFT: MACHINERY WRECKED
IN THE GERMAN WIRELESS STATION.



BEARING A FAMILIAR INSCRIPTION: BRITISH ARMY LORRIES READY
FOR UNLOADING IN MESOPOTAMIA.



HERE SEEN THREE MILES BELOW BAGHDAD: THE PONTOON BRIDGE
USED AT THE FAMOUS SHUMRAN CROSSING.



FORMERLY IN DIRECT COMMUNICATION WITH BERLIN: THE GERMAN WIRELESS
STATION IN BAGHDAD, WRECKED BY THE ENEMY.



TYPICAL OF THE REORGANISED MEDICAL SERVICES IN MESOPOTAMIA:
THE INTERIOR OF A HOSPITAL-TRAIN.



EVIDENCE OF BRITISH VICTORY: TURKISH PRISONERS AT AMARA ON THE MARCH
UNDER ESCORT.



A ZEPPELIN BOMBING LONDON! A GERMAN MURAL INSCRIPTION
IN THE WIRELESS STATION AT BAGHDAD.



A PLACE WITH SINISTER MEMORIES OF TURKISH
THE BRITISH



MEMORIAL: CALLOWS SQUARE, BAGHDAD, AFTER
OCCUPATION.



"GOTT STRAFE ENGLAND" AND "Beware!" A GERMAN MURAL INSCRIPTION AND DRAWING
OF A SUBMARINE AT BAGHDAD.

While the mistakes and misfortunes of the earlier days in Mesopotamia are being discussed, as a result of the Commission's Report, it is well to remember that the situation has since been brilliantly retrieved. Our photographs show Baghdad under the Union Jack, with one or two other scenes of the later campaign, including a march of Turkish prisoners, and a well-equipped hospital-train, in itself a sign of transformed medical services. Describing Baghdad under British rule, Mr. Edmund Candlish writes: "The Staff have been confronted with a complicated problem since our entry into Baghdad, and are working at high pressure. Besides the carrying on of the war, there has been the civil and military administration of the city to reorganise. . . . The Jewish merchants say they lost two million francs' worth of goods between 2 a.m. on March 11 and our

entry at 9 a.m. . . . 'The Turks have taken everything,' a Jewish Rabbi told me. . . . On the right bank is a scene of scientific havoc. The German wireless had just been completed at enormous cost. It was one of the most powerful installations of their system, and was in direct communication with Berlin. It was blown up early on the morning of March 11, and the engineer did his work well. The roof had been carried away, there was a 3 ft. crater in the centre of the floor, one of the giant masts had fallen, crushing a wall, and one of the two great boilers had been blown up. Although the pursuit was on the heels of the retreat, the Hun had time to paint in red ironic texts on the wall." Some of these inscriptions are shown in two of our photographs above.

"TELL THEM, O GUNS . . . THAT WE WILL ONWARD TILL WE WIN OR FALL": ARTILLERY OF INDOMITABLE FRANCE.

FROM THE DRAWING BY GEORGES SCOTT.



WITH AN ARMY THAT WORKS IN HEARTY CO-OPERATION WITH THE BRITISH ON THE WESTERN FRONT: FRENCH ARTILLERYMEN GETTING INTO POSITION A HEAVY NAVAL GUN FOR LAND WARFARE.

Under the heading of "Indomitable France," the "Times" recently gave an article by a special correspondent, who described how German agents are insidiously attempting to spread the false impression that "the French nation and armies are morally and physically exhausted, and that therefore all that Germany has to do is to hold on for a little longer, waiting for the inevitable collapse." By such lying rumours the enemy tries to instil doubt and discouragement into the minds of French civilians at home about their armies, and, *vice versa*, into the minds of the French soldiers about the spirit of the nation behind them. Needless to say, these German fabrications are both futile and unfounded. As the "Times" writer says:

"There is nothing of the kind. The enemy must prepare their false witness with greater skill than they have shown so far, if they expect more than a very few timid spirits to believe it. . . . The men in the fighting zone and the population behind it are all solid for France, for their Allies, and for victory. . . . That, I am convinced, is the spirit of France." In this connection it seems appropriate to cite a recent poem in the "Spectator" which Sir Edward Carson quoted the other day as applying to Ulster men: "Tell them, O guns, that we have heard their call, That we have sworn and will not turn aside, That we will onward till we win or fall, That we will keep the faith for which they die."—[Drawing Copyrighted in the United States and Canada.]

The Allies and Greece: The French Landing at the Piraeus.



PASSING THROUGH THE STREETS TO CAMP TEMPORARILY IN THE SQUARES: ONE OF THE FRENCH DETACHMENTS ON THE MARCH.

The French, by agreement with the Greek Government, began to land troops at the Piraeus, the port of Athens, a few hours before the departure of King Constantine—on June 12. A number of transports brought them off Salamis, and the disembarkation proceeded during the afternoon of the 12th and part of the next day. It was arranged

that the troops were not all to march into Athens immediately, and meanwhile camps were formed in the squares and suburbs of the Piraeus. One of the French infantry detachments is seen here, passing along a main street. In one account it was stated that some of the troops marched to Athens on the afternoon of June 12.

Prisoners Taken by the French Coming in Unescorted: A Battlefield Incident.



SURRENDERED GERMANS PASSING FRENCH RESERVES: IN A FRENCH COMMUNICATION-TRENCH DURING AN ACTION ON THE CHEMIN DES DAMES.

Two German prisoners, who have just surrendered during an engagement, are seen here taking their way under cover along one of the French communication-trenches. It often happens, with small batches of prisoners, that in the heat of battle they are allowed to seek their destination by themselves, unescorted. The pair seen here are passing

some French reserves in the trenches. As has been told, in nine cases out of ten, the captors let their beaten foes pass without making any scornful comment, or showing any sign of unworthy jubilation. Such chivalrous behaviour is, of course, characteristic of the French, but is often sadly lacking in the Germans.

A MAYOR'S OFFICE IN A WINE CELLAR: RHEIMS LIFE UNDERGROUND.

PHOTOGRAPHS BY M. SANSALIER.



CONTINUING CIVIC DUTIES DESPITE GERMAN SHELLS: THE MAYOR OF RHEIMS, DR. LANGLET (RIGHT), AND OTHER OFFICIALS IN A CHAMPAGNE-CELLAR.



HOW THE PUBLIC BUSINESS OF RHEIMS IS CONDUCTED UNDER GERMAN BOMBARDMENT: MUNICIPAL STAFFS (INCLUDING WOMEN) AT WORK IN CELLARS.

Rheims and its cathedral are being gradually destroyed by the German bombardment, which during the last three months has done more damage than in all the previous period of the war. In one fortnight, from June 15 to 28, over 16,000 shells crashed into the city—an average of over 1100 a day. In spite of this, some 5000 of the former 120,000 inhabitants still live there, including the brave old Cardinal Archbishop, Mgr.

Luçon; while the Mayor, Dr. Langlet, continues to transact municipal affairs in champagne-cellars. In those cellars also religious services and schools are conducted. Mr. G. H. Perris says: "It has been a point of pride for the city officials, faithfully holding to their tasks in a candle-lit cellar, to get the street cleared [*i.e.*, when a shell has fallen] as soon as possible, and generally to keep up a cheerful appearance."



THE NEUTRAL.

Neutrality in the present war does not carry with it immunity from war's perils. German submarines are not particular as to the nationality of ships that they attack in the proscribed waters, and accounts of the sinking of neutral vessels have become a commonplace of the newspapers. Our illustration shows a typical victim of this wholesale German piracy. It is only one of numerous similar outrages occurring day by day.

PHOTOGRAPH SUPPLIED BY CLARKE AND HYDE.

ENEMY LEADERS AS SEEN BY GERMAN ARTISTS:

MEDALS NOW ON VIEW IN THE MUSÉE LEBLANC, PARIS.

PHOTOGRAPHS.



GENERAL VON LUDENDORFF: CHIEF OF THE STAFF TO MARSHAL VON HINDENBURG AT HEADQUARTERS.



FIELD-MARSHAL PRINCE RUPPRECHT OF BAVARIA: COMMANDING THE GERMAN ARMY FACING THE BRITISH.



THE EMPEROR KARL OF AUSTRIA: TITULAR COMMANDER-IN-CHIEF OF THE AUSTRIAN ARMIES.



GENERAL VON FRANÇOIS: COMMANDING ONE OF THE NORTHERN ARMIES ON THE EASTERN FRONT.



FIRST LIEUT. IMMELMANN: A GERMAN "STAR" AIRMAN OF 1916 (KILLED IN ACTION).



GENERAL VON EMMICH: CAPTOR OF LIÈGE AND COMMANDING IN THE FIRST GERMAN ARMY (DIED ON SERVICE).



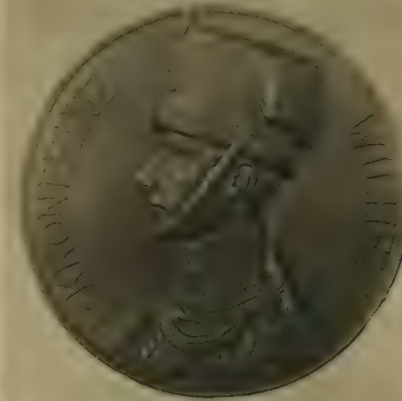
GENERAL VON KLUCK: COMMANDING THE FIRST ARMY IN THE INVASION OF FRANCE IN 1914 (SINCE RETIRED).



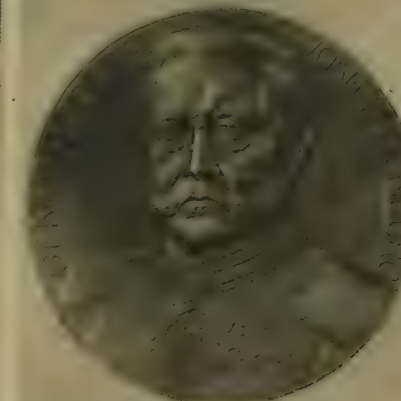
GENERAL VON FALKENHAYN: FORMERLY CHIEF OF GENERAL STAFF; NOW COMMANDER ON THE EASTERN FRONT.



GENERAL VON BESELER: CAPTOR OF ANTWERP AND OF WARSAW—NOW SERVING ON THE EASTERN FRONT.



THE GERMAN CROWN PRINCE: COMMANDING THE GERMAN ARMY BEFORE VERDUN AND IN CHAMPAGNE.



FIELD-MARSHAL VON HINDENBURG: GENERALISSIMO OF THE ARMIES OF GERMANY AND AUSTRIA.



GENERAL VON LINSINGEN: COMMANDING ONE OF THE SOUTHERN ARMIES ON THE EASTERN FRONT.



CAPTAIN BOELCKE: A GERMAN "STAR" AIRMAN OF 1916—(KILLED IN ACTION).



GENERAL VON SCHOLTZ: COMMANDING ONE OF THE CENTRE ARMIES ON THE EASTERN FRONT.



F.M. PRINCE LEOPOLD OF BAVARIA: COMMANDER-IN-CHIEF OF THE ARMIES ON THE EASTERN FRONT.



GRAND-ADMIRAL TIRPITZ: THE ORIGINATOR OF THE CAMPAIGN OF "UNRESTRICTED" U-BOAT WARFARE.



FIELD-MARSHAL THE GRAND DUKE OF BADEN: SERVING WITH THE MAIN HEADQUARTERS STAFF, WESTERN FRONT.



GENERAL VON GALLWITZ: IN COMMAND OF ONE OF THE CENTRE ARMIES ON THE EASTERN FRONT.

These photographs show a number of German medals struck in honour of German "heroes of the war," specimens of which are in the hands of the French and being exhibited at the Musée Leblanc, in Paris. These notes are of interest in regard to some of the personages represented. General von Ludendorff is all over Germany considered as the "Brains" of his more famous leader, with whom he has been as right-hand man all through the war. Prince Rupprecht, or Rupert, of Bavaria has made himself notorious for English readers of the newspapers by the rabid bitterness and virulence of tone in his references to the British in all his addresses to his army. The Emperor Karl of Austria, before his accession, held nominal command on the Italian front. As Inspector-General of the Austrian Armies, he was actively employed in Galicia in the earlier months of the war. The German Crown Prince is seen wearing the skull-and-cross-bones badged cap of the Death's Head Hussars. That particular uniform, with its badge of "frightfulness," he is specially fond of displaying himself in. Field Marshal Hindenburg is actually Dictator in Germany, with supreme command of all the forces of

the two Empires, both on land and sea. The two airmen, Immelmann and Boelcke, came prominently into notice during the second year of the war. Both were specially decorated by the Kaiser. All the same, neither at his best approached the achievements of France's famous airmen—such as Guynemer, for one. General von Kluck was the officer who tried to overwhelm the British in the Retreat from Mons. His error in considering the British finally disposed of was largely responsible for the German defeat at the Marne. He was quietly shelved last year. General von Beseler has proved himself one of the ablest of the German Generals. He is a Prussian Guards officer, and was Inspector-General of Fortifications when the war began. General von Falkenhayn was the German War Minister at the outbreak of the war. He succeeded von Moltke after the failure of the Western Front effort to "hack through" to Calais. As Chief of the General Staff he planned the Verdun attack, on the failure of which von Falkenhayn was removed to a comparatively subordinate command on the Eastern Front.

"THE INDEPENDENCE DAY OF ALL NATIONS": U.S. TROOPS IN PARIS.

FRANCIS OFFICIAL PHOTOGRAPH



JULY 4 IN PARIS: AMERICAN TROOPS MARCHING THROUGH THE RUE DE RIVOLI.



GOING TO THE GRAVE OF LAFAYETTE: THE AMERICAN COMMANDER ENTERING THE PICPUS CEMETERY



THE STARS AND STRIPES IN PARIS: COLOURS BORNE BY THE AMERICAN TROOPS.



"HONOUR TO THE GREAT SISTER REPUBLIC!" THE HEAD OF THE AMERICAN COLUMN MARCHING THROUGH PARIS



CARRYING BOUQUETS PRESENTED TO THEM: AMERICAN OFFICERS IN THE MARCH-PAST.

Paris gave a rousing welcome on July 4 to the American troops who, after a review at the Invalides, marched through the city to the Picpus Cemetery to honour the grave of Lafayette, the Frenchman who aided Washington in the War of Independence. In an Order to the French Army, issued the day before, General Pétain said: "To-morrow, American Independence Day, the first American troops landed in France will pass through Paris, and will then join us at the front. We greet our new companions in arms. . . . The United States wish to pay a hundredfold the debt of gratitude contracted towards

Lafayette and his companions. . . . Honour to the great sister Republic. Long live the United States!" In a speech on July 4, M. Ribot said: "We saw the march of the soldiers of the American Republic this morning. They are but the advance-guard of a great Army. . . . The celebration of the Fourth of July has assumed a new character. Until to-day it was but the celebration of the Independence of the United States; it has become the Independence Day of all nations." At the Invalides the American troops were presented with a standard made at Le Puy, Lafayette's birthplace.

"AMERICA IS HERE!" GENERAL PERSHING'S VIEW OF ST. QUENTIN.



"THAT OLD CITY WHOSE CATHEDRAL RISES AS A GREY MASS ABOVE THE LAST RIDGE": ST. QUENTIN—AN ENLARGED TELEPHOTOGRAPH FROM THE FRENCH FRONT-LINE TRENCHES.



THE COMMANDER-IN-CHIEF OF THE UNITED STATES TROOPS IN FRANCE AT THE FRONT: GENERAL PERSHING, UNDER THE GUIDANCE OF GENERAL FRANCHET D'ESPEREY, LOOKING THROUGH GLASSES AT ST. QUENTIN.

In a message to a French newspaper, on the occasion of Independence Day (July 4), when the first United States troops to land in France passed through Paris, General Pershing said: "America is here to lend her moral, material, and financial assistance in view of the establishment of peace. May this peace be such that no autocrat may ever again trouble it." The lower photograph on this page shows the American leader, in the French front line, looking through glasses at St. Quentin, while in the upper illustration is shown the view that he saw. Describing this same scene a few weeks

ago, Mr. Philip Gibbs wrote: "I went again yesterday to the great area of destroyed villages which the enemy left behind him on his retreat to St. Quentin, and from Holnon Wood . . . looked across the open country between our outposts and that old city, whose cathedral rises as a grey mass above the last ridge, so near and so clear when the sunlight falls upon it that our men can see the tracery of the windows. It still stands unbroken and beautiful, though houses have been destroyed around it to clear the enemy's field of fire. German officers use its towers as observation-posts."



SCIENCE JOTTINGS.

THE ENEMIES OF SHIPS.

WHEN the scheme was devised, both here and in the United States, of defeating the German submarine menace to our food supplies by means of small wooden ships—which have the advantage over steel vessels in that they can be rapidly turned out from the yards—full recognition was probably given



AN ENEMY OF OUR WOODEN SHIPS AS FORMIDABLE AS GERMAN SUBMARINES: THE SHIP-WORM (*TEREDO*) AND ITS BURROWS.

to the fact that such vessels would have to face not merely Hun "frightfulness," but also those formidable foes to wooden ships the "ship-worm" and the "gribble." The ship-worm—indeed, there are several species of this pest of the seas—has, from the naturalist's point of view, a most interesting history, the early stages of which may well be described before anything is said of the evils which follow close on the heels of the days of innocence.

The ship-worm (*Teredo*) is a relation of the mussel, and starts its life as a minute translucent body, swimming by means of rapidly vibrating hair-like structures set in a circle round the top of its head. But this life of freedom is short-lived. In the course of a few hours the little creature begins its career of evil by fastening itself upon some submerged pile—say, of a pier—or upon the bottom of some luckless ship. Then, with its foot—in some mysterious way as yet undiscovered—it begins to bore its way into the tissues of the wood, turning aside only when a knot is encountered. Meanwhile, it develops a small shell around the fore-part of the body, encircling the foot, and, as the tunnel is excavated, the body is drawn out into a worm-like shape, terminating in two long tubes. One of these is used to draw in supplies of food, which consists of microscopical animals; while the other serves as an exhalant channel, through which refuse

from the body and the "sawdust" produced by tunnelling are expelled. Hundreds of these creatures may settle down together, yet it is seldom indeed that any of these blind workmen will pierce the tunnel of his neighbour. The two tubes just referred to, it should be remarked, have the power of forming a lining of stony hardness to the tunnel, and they are further armed, near the base, with a pair of little stony flaps which serve to close the entrance to the tunnel when the tubes, or "siphons," are withdrawn.

Some idea of the ravages of this insidious foe may be gathered from the fact that sound pitch-piling used in certain harbours on the Texas coast were riddled with holes in twenty-nine days.

There is need for this feverish haste in working, for within the span of a year the life-course from infancy to old age is run. The mature female produces a prodigious number of eggs, as may be gathered from the fact that a portion of an ovary, supposed to represent but one-seventh of the whole, was estimated to contain 1,874,000 eggs.

The "piddock" (*Pholas*) is a cousin of the ship-worm, and in its early stages much resembles it. But the adult has preserved its normal mussel-like shape, the body being enclosed between large white valves. In the art of tunnelling it far surpasses the ship-worm, and has the further merit of being harmless, so far as man is concerned, since its excavations are confined, at any rate for the most part, to rocks. There are several species of piddock. That of our own shores bores into slate-rocks, mica-schist, coal-shale, new red sandstone, chalk, marl, peat, and submarine wood. How it contrives to tunnel a way through such structures as slate-rocks is a mystery. It is surmised that the foot, as in the ship-worm, plays an important part; but it is believed that the edges of the shell are also used, the animal making a kind of auger of its shell. I have myself dug them out of chalk-rock, and have been amazed at the mathematical regularity of the mouth of the tunnel.

And now as to the "gribble." This is a pigmy cousin of the "wood-louse" found in damp places in our gardens; but, though no more than an eighth of an inch in length, it is terribly destructive of submerged wood, such as the piles of piers and ships' bottoms. The gribble was first discovered as a British species by Robert Stephenson, the celebrated lighthouse engineer, who found it, in 1811, destroying the wood-work employed in the erection of the Bell Rock Lighthouse, and sent specimens to the British Museum. In this case the mischief is done by the jaws, which are very powerful. Where these animals are numerous, the burrows are driven so close together that the surface is reduced to a spongy mass easily washed away by the action of the waves. In the British Museum of Natural History is shown a piece of timber from Ryde Pier almost completely bitten in two by the action of a colony of gribbles. Associated with the gribble in this destructive work is often found another small crustacean, related to the "sand-hoppers" found in such

abundance under seaweed left between tide-marks. This is the *Chelura*—it has no name in common speech, and measures about one-fifth of an inch



A SPECIMEN OF HAVOC IN SUBMARINE TIMBER CAUSED BY THE GRIBBLE: A PIECE OF WOOD FROM RYDE PIER, SHOWN IN THE BRITISH MUSEUM OF NATURAL HISTORY.

in length. But its burrows are shallower than those of the gribble, and generally run more or less parallel with the wood. Feeble folk these little creatures indeed appear to be, but their ravages are paralleled only by the havoc wrought by the "white ants" of tropical countries. One must never judge by appearances.

Frequent painting with copper paint, or sheathing



UNITED STATES REGULARS IN PARIS: A BATTALION ON THE MARCH.

Photograph by Topical.

with copper, are the only possible means of keeping these destructive creatures at bay, and these measures are possible only with ships which can be dry-docked frequently and repainted or re-sheathed. But we may take it that this will be very thoroughly done, for the ship-worm has been the enemy of the ship-builder since man began to sail the seas.

W. P. PYCRAFT.

IN COMMAND OF THE TROOPS QUARTERED IN AND ROUND LONDON.

PHOTOGRAPH BY CAMPBELL GRAY.



G.O.C. THE LONDON DISTRICT: LIEUT.-GENERAL SIR FRANCIS LLOYD, K.C.B., C.V.O., D.S.O.

Probably no military man is better known in London nowadays than Lt.-General Sir Francis Lloyd, who commands the London District. His K.C.B. dates from 1911, and he has held the London command since 1913. Last New Year's Day he was promoted to Lieutenant-General, "for services rendered in the war." His duties are manifold—from inspections of troops, social functions connected with Service charitable institutions, munition-factory inspections, and visits to air-raided places. His sphere of command

includes the County of London, the Windsor garrison, and the Guards at Caterham, in Surrey. Sir Francis Lloyd is a Guardsman, and has seen war service in Egypt, the Soudan, and South Africa, where he was severely wounded, besides commanding the Brigade of Guards in peace time. To him Provost-Marshals are responsible. Officers living on their pay have cause to be grateful to him for limiting the amount to be spent on meals, and thus placing them on equal terms with wealthier comrades.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY VANDYK, ROBINSON, TEAR, HASSANO, STEARN, AND GARELL.



CAPT. RONALD L. JOHNSON,
R.F.A. Son of late Mr. W. H. and
of Mrs. Johnson, Woodleigh, Dunham
Massey, Altringham.



CAPTAIN A. B. BERNARD,
K.R. Rifles Son of Mr. and
Mrs. B. Bernard, West Dulwich.
Died of wounds.



LIEUT. H. E. O. MURRAY-
DIXON.
Scotthigh Highlanders. Son of
Rev. J. and Mrs. Murray-Dixon.



CAPT. D. A. L. DAVIDSON, M.C.,
R.F.C. Son of late Col. Lester
Davidson, and of Lady Theodora
Davidson.



CAPT. R. H. GREGORY, M.C.,
Sherwood Foresters. Son of Mrs.
Gregory, Green Hill, Derby, and of
the late Rev. W. H. Gregory.



LIEUT. ANDREW R.
SUXTON,
Rifle Brigade. Son of Mr.
and Mrs. J. H. Suxton, of
Luton, Easington, Ware.



MAJOR ASHLEY G.
DICKSON,
R.F.A. A fine sportsman.
Son of the late Mr. Thomas
Dickson, of Colombo.



2ND LIEUT. NORMAN
MOLYNEUX GODDARD,
S. Staffs. 2nd son of Mr. and
Mrs. Arthur Goddard, Windsor
House, Denmark Hill.



LT.-COL. G. E. B.
DOBBS,
R.E. Mentioned in
despatches; Legion
of Honour. Son of
Mr. and Mrs. Joseph
Dobbs, Dublin.



MAJOR A. S. CON-
WAY, D.S.O.,
N. Staffs. Son of
late Mr. Thomas
Conway, and of Mrs.
Conway, of Burford,
Oxon.



CAPT. PERCY E. ADAMS,
Sherwood Foresters. Son of Mr. and
Mrs. N. H. Adams, Bournemouth.
Fought in S. Africa, 5th medals.



LIEUT.-COLONEL G. E. D. ELSMIE,
Indian Cavalry. Son of late Mr. G. R. Elsmie, C.S.I.,
Bengal Civil Service. Despatches; Legion of
Honour.



MAJOR S. P. MUSSON,
Supply and Transport Corps, Indian
Army. Officially reported killed in
action.



LIEUT. DONALD W. RENWICK,
N. Staffs. Son of Mr. and Mrs.
W. Renwick, of Burton-on-Trent.
Officially reported killed.



CAPT. PERCY MARLOW,
Wiltshire Regt. Son of Mr. and
Mrs. Henry Marlow, Alton.
Formerly in the Life Guards.



2ND LIEUT. S. W. MANN,
R.F.C. Only son of Mr. and
Mrs. Walter Mann, of Erncroft,
Twickenham, S.W.



CAPT. WALTER L. CLARK,
R.F.C. Only son of the late Mr.
Walter Clark, and of Mrs. Clark,
of Douglas, The Grove, Finchley.



2ND LIEUT. WALTER F. KEEP,
Hampshire Regt. (an Old Mal-
vernian), Son of Mr. W. H. Keep, of
Craven House Kingsway, W.C.

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING.

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Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
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Restores the Colour to Carpets.
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FOR REMOVING ALL SUPERFLUOUS HAIR

USE DARA

THE RELIABLE HOME TREATMENT
SURE, SAFE AND PAINLESS

A CLIENT WRITES:—

Dear Madam,—I am so pleased to tell you the "Dara" Treatment was quite a success, therefore there is no need to make any appointment with you. I must confess I had no faith in the "Dara" when sending for it, which makes my gratitude to you all the more real. I must thank you very much for your wonderful remedy, and remain,

Yours gratefully, —

(Original of above, also other Testimonials, can be seen.)

Remove Superfluous Hair Comfortably in your own Home

Prices 10/6 & 21/6

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Delta

LAST week the factory commenced the supply of a new line of women's shoes to the shops appointed to sell Delta.

Their trade name is Delta pumps.

They are glacé kid walking shoes with buckle or bow and with extra light soles, the soles are just a single layer of good, flexible leather. These shoes are too light for wet days or rough roads, but are delightful—indeed the most comfortable and luxurious of all shoes—for

shopping and visiting on warm, dry days.

Their price, 16/9, is branded on the soles before the shoes leave the factory, so their cost is the same everywhere, whether the shoes are bought in England or in Wales, in Scotland or in Ireland.

Lotus Ltd, Stafford
Makers of Delta and
Lotus Shoes
Agents everywhere



340—16/9

Prices are branded on the soles by the makers before the shoes leave the factory



"You'll burn your fingers!"

THAT cigarette's scorching all down one side. Why don't you throw it away and have one of Father's Kenilworths? I've heard him say that they're so beautifully made that they always 'draw' perfectly—no side-burns."

Kenilworths are the most soothing and seductive cigarettes imaginable.

They smoke straight because the tobacco inside is straight. Look and see. Underneath the paper you'll find the mellow golden Virginia arranged in long fine strands, all laid neatly side by side. There's not a kink in it, and no dust.

Nothing but that "pure gold" which experts say is the "find" of the century among cigarette tobaccos. And the odds are that if you try a Kenilworth for yourself you'll agree with the experts this time.

Kenilworth Cigarettes are made of mellow golden Virginia Leaf yielding a fascinating aroma. They will compare favourably with any Virginia Cigarettes you can obtain, no matter how high the price.



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We will post Kenilworth Cigarettes to Soldiers at the Front special ly packed in airtight tins of 50 at 2/6 per 100, duty free. Postage 1/- for 200 to 300; 1/4 up to 900. Minimum order 200. Order through your Tobacconist or send remittance direct to us.

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"THE TURNING POINT."

WAR correspondence has been heavily handicapped in the present struggle, and, while the material is the greatest ever provided for descriptive penmen, they have had to submit to restrictions and adopt a style that proclaims its limitations. The old, minute, picturesque detail of an Archibald Forbes has given place to a maimed narrative, telling out what may be said to the utmost, and discouraged because it may say no more. But in "The Turning Point" (Heinemann) Mr. H. Perry Robinson has made an excellent compromise in re-editing his *Times* despatches so as to form a graphic and, on the whole, satisfying story of the Battle of the Somme. He prepared the way by the best account we have yet seen of the state of things on the Western Front during the weary period of waiting for adequate munitions. Batteries of heavy artillery were allowed five shells per battery per week. Brigades had, sometimes, the regulation allowance of sixteen hand-grenades per week. One battalion had one rifle-grenade, which it cherished for weeks, and when the enemy grew too active it put up a notice: "Take care, or we shall fire our grenade at you." But with his indomitable humour and patience the British soldier held on, smiling still, until the day when he was at last well, if not completely, furnished. The Army went into the Battle of the Somme with no illusions. It knew that there would be no "breaking through," no decisive blow; but it sought to divert as much of Germany's strength as it could, to ease the pressure on Verdun and Russia, and inflict on the enemy such punishment as our half-grown strength made possible. Mr. Robinson gives a thrilling and very vivid picture of the preliminary bombardment, and he leads on to the attack, the main struggle, and the final result in a series of well-studied chapters. He confesses that his narrative must necessarily lack true historical perspective; but for that the reader does not look at a time so near to the actual happenings. The Battle of the Somme is shown to be the real turning point, and since the book was written events have completely justified the author's title. This is a

"war-book," but far wiser and more satisfying than the mass of these fugitive productions.

Princess Patricia, on July 2, opened the Queen Mary Club for Officers, in the gardens on the north side of Eaton Square. It is under the auspices of the Y.M.C.A. Lieutenant-General Sir Francis Lloyd emphasised the advantages of such a club. Its proximity to Victoria Station lends it special value, and a bed, breakfast, bath, and



ON THE WESTERN FRONT: A CANADIAN SOLDIER, BORN IN CANADA OF PORTUGUESE PARENTS, MEETS PORTUGUESE TROOPS IN FRANCE.

It will be noted that the Canadian is in a Scottish regiment. [Canadian War Records.]

attendance can be obtained for five shillings. The Honorary President and Secretary is the Hon. Mrs. S. Marsham.

TITLEPAGE AND INDEX.

The Titlepage and Index to Engravings of Volume One Hundred and Fifty (from January 6 to June 30, 1917) of THE ILLUSTRATED LONDON NEWS can be had, gratis, through any *Newspaper*, or direct from the Publishing Office, 172, Strand, London, W.C.2

THE PLAYHOUSES.

"MRS. POMEROY'S REPUTATION," AT THE QUEEN'S.

THE nearest equivalent to the play Messrs. H. A. Vachell and Thomas Cobb have adapted under the title of "Mrs. Pomeroy's Reputation" is one of those comedies of Mr. Henry Arthur Jones's of which "Rebellious Susan" and "The Liars" started the series. Once more we have the frivolous wife caught at the riverside inn in compromising circumstances, and an armoury of heroic lies put into service to save the timid offender. Here it is a sister who comes to the rescue, and her self-sacrifice has the greater merit because her prig of a brother-in-law is on the lookout to deal her a blow through her child, and because silly Lettice's associate, Vincent Dampier, has been making love to the generous widow. The weakness of the story is the device adopted for exculpating Georgina, as the widow is named; for it involves the raking-up of a scandal about her dead husband and the third-act entry of a foster-mother of his love-child whom Georgina has unconventionally befriended. The episode has an air of artificiality and of being dragged in by the heels. More to the point is the attitude of Georgina's middle-aged fiancé, who wants explanations and so loses her to Vincent, an idler and a flirt who is scarcely a better choice. Still, its defects, notwithstanding and despite its hackneyed plot, here is a true enough comedy. It gets its best acting from Miss Lettice Fairfax, whose hysterics in the rôle of the frightened wife are wonderfully effective; from Miss Kate Phillips, successful as a pathetic dowager, in a character outside her ordinary line; and from Mr. C. M. Lowne, who plays the sour Puritan's scenes for all they are worth in the way of unconscious humour. As the heroine who is too good for her lovers and hides a heart under seeming recklessness, Miss Violet Vanbrugh shows all her customary resource, though the part, perhaps, was not quite bizarre enough for her style. Mr. Frank Esmond makes the butterfly lover, Dampier, bluff and robust rather than fantastic; a somewhat lighter touch would be more helpful.



A SOLDIER'S LETTER

Mada, Egypt.
9. 6. 15

The Box on my left at the entrance of my Store Tent will no doubt be of interest to you. I had just distributed one ten to every Officer and man in my Regiment.

We learnt the value of Keatings in the Boer War where body-rotten were prevalent and in consequence of its deadly effect on them the value of the contents of one of these tins cannot be overestimated.

THIS IS THE SAME KEATING'S POWDER THAT BRITISH HOUSEWIVES HAVE USED THE WORLD OVER TO KILL BUGS, FLEAS BEETLES ETC.



TOBACCO EXPERTS will tell you that the finest cigarette tobacco grown is the famous Old Belt Matured Virginia from which TURF Virginia Cigarettes are made.

The manufacturers of TURF Cigarettes always have a large stock of this famous tobacco maturing under ideal conditions—none of it is used until it is perfect.

TURF
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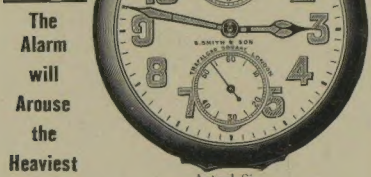


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LUMINOUS ALARM WATCH
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SERIOUS SKIN AFFECTIONS AND HOW TO BE RID OF THEM.

A common saltrates bath compound, obtainable from any chemist, forms oxygenated and strongly medicinal water with wonderful soothing, healing, and curative powers.

Especially effective in the treatment of eczema, acne, psoriasis, urticaria, nettle rash, summer heat, prickly heat, rashes, sores, pimples, blackheads, itching, scaly or greasy skin, and even bad foot disorders.

An army officer just home from India was recently discussing with fellow officers at his club a remarkable cure for the agonising and temper-destroying skin diseases from which he suffered out there. After explaining how his discovery afforded instant relief and then soon cured the intolerable itching, burning, smarting, and disfigurement caused by the very serious skin affections so common in the tropics, he mentioned that the substance he used is known in India as Reudel Bath Saltrates.

"Why," exclaimed three of his companions in unison, "that is no discovery at all. It is a very common preparation that we use in our baths here every day, and it can be had at slight cost from any chemist in England." One of the officers then proclaimed it the greatest thing known for skin troubles, complexion blemishes, eruptions, pimples, rashes, etc., etc. "And do you know," said he, "I even took the trouble to have the compound analysed, and found it to be practically an exact British reproduction of the natural curative oxygenated and strongly medicinal waters of Aix les Bains, Eilgen, Aix la Chapelle, Baden, and other celebrated springs."

"It contains elements which actually liberate one cubic foot of free oxygen to the ounce, so its amazingly curative, exhilarating, and invigorating effects in a bath are not to be wondered at, since oxygen is Nature's own purifier, antiseptic, bactericide, skin clearing tonic, and healing agent. Without it the vital spark of life itself would immediately expire. For instance, the free oxygen found in natural curative waters, the health-building ozone of pine forests and mountain heights, the small excess of oxygen which alone transforms common water into the hydrogen peroxide that surgeons use for antiseptic dressings—these are all examples of what oxygen does, for they all act by releasing oxygen. I have often used the Reudel Bath Saltrates in France to reduce inflamed swellings, 'trench foot,' etc. When prepared as a specially strong foot bath it even softens and banishes corns, callouses, or similar bothersome foot afflictions."

One of the worst and most repulsive cases of skin disease I ever saw was finally conquered by ordinary Reudel Saltrates baths, and for extremely severe disorders cloth compresses wet with this saltrated water are sometimes employed to draw pain from the affected parts. For rheumatic swellings, pains, and stiffness there is nothing like it.
 A. C. WARD,
 35, Baronsmere Road, East Finchley.



Famished Hair Cells

Hair-failure is due to starved roots and cells. All the legion of hair troubles vanish if you strike at the root. It is the same in every ill—you must go right to the heart of the trouble. What the grey, languishing, dropping hairs

call for

is an adequate food—a real nutriment. ROWLAND'S MACASSAR OIL gives an immediate new vitality to the feeble roots and the "feeding" cells beneath them. It produces a soft, silky sheen and texture; a full, luxuriant growth, radiating a true natural hair-health. Supplied in Gold Tint for fair hair.

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is sold in 3/4, 7/- and 10/6 bottles by Stores, Chemists, and ROWLANDS, 67, Hatton Garden, London.



THE MEXICAN HAIR RENEWER.
 Do not let Grey Hairs appear.
 Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.
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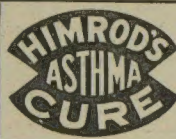
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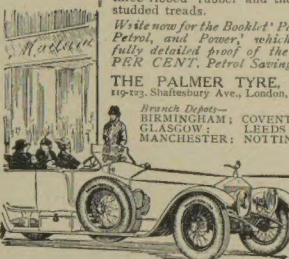
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THE sick person has no taste for food, yet strength must be maintained at all costs. It is not possible to use a more satisfactory food than the 'Allenburys' DIET, which has answered when all other kinds of food have failed. The following unsolicited testimonials from Medical Men, are taken from among many.

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The people who are most susceptible to Hay Fever are those who are city bred and who are suddenly plunged into country life for work or pleasure.

The irritant which causes Hay Fever produces inflammation in the throat and nostrils. This lays the affected parts open to attacks by the *Micrococcus Catarrhalis*, and the trouble commences.

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From an actual microphotograph of the *Micrococcus Catarrhalis* taken at our Runcorn Laboratory.

WARNING.—See the raised bar on each Pastille—This is your safeguard.

© S. C. 1

THE CHRONICLE OF THE CAR.

The Fuel Problem and the Electric Car. It is not alone in this country that there is a "fuel problem." According to the Director of the United States Bureau of Mines, the consumption of "gasoline" in America is increasing at a much faster rate than the increase in the production of petroleum, and already it has been found necessary to draw on reserve stocks to make good the shortage. As a matter of fact, the fuel position is causing a good deal of grave disquietude on the



A FAVOURITE CAR ON THE ROAD: A WOLSELEY IN WARWICKSHIRE. Our photograph shows a 16-20-h.p. Wolseley car passing through one of the most picturesque districts in the heart of England.

other side of the Atlantic just now, and attention is being turned to products other than petroleum as a possible basis of motor-fuel. One direction in which a good deal of activity is being displayed is that of the development of the electric vehicle for short-distance work; and even in Detroit, the home of the American motor industry, extensive use is being made of these cars in public-service work. There can be no question about the all-round gravity of the situation. The demand for petrol has assumed colossal dimensions as a result of the war, and it is all the united oilfields of the world can do to keep pace with it. Indeed, if it grows much larger, it is to be doubted if we shall be able to carry on any private and commercial services at all. That would not be a matter of such very grave concern, relatively speaking, of course, if there were any real prospect of things becoming normal again after the war; but when it is realised that in America alone the number of cars in use has increased by 2,350,000 in

the last seven years, some idea of the enormous demand for motor-spirit which exists for ordinary services, apart altogether from war needs, can be gained. The American demand has increased over the period noted by 28,000,000 barrels, the total output of the U.S. oilfields being about 54,000,000 barrels. I do not know what the corresponding figures for other countries may be, but the increase in the number of cars, and therefore in the demand for petrol, is necessarily very great. Now, that rate of increase is one of normal expansion of motor traffic, and we must expect it to

continue to grow—not to so great an extent, perhaps, but still to grow enormously. I am not going to argue the comparative merits of the electric and internal-combustion engine cars, but I do think the former may in the future have a distinct bearing on the solution of the fuel problem. I know its capabilities and also its limitations, and that it would be idle to suggest for a moment that it is ever likely to take the place of, or even seriously to affect the position of, the other. But I do believe there is a very wide field of usefulness for it, particularly as a public-service vehicle and for work in towns entailing comparatively short journeys only. I wonder if any of the British manufacturers of cars can see the opportunity and will take it—after the war, of course.

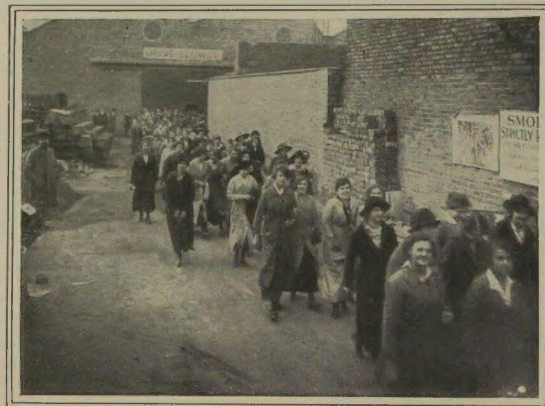
Develop Our Own Resources.

Apropos this matter of fuel, I see the *Motor* continues to hammer away at the necessity for developing the resources which undoubtedly exist in these islands, and which ought, if properly handled, to provide us with at least the greater proportion of the motor-fuel needed for home consumption. Many thousands, probably many millions, of tons of shales and cannel are lying untapped, all of which is potential material for the production of motor-spirit, and yet we go on depending upon the imported fuels. The worst of it is, as I have noted in the preceding paragraph, we are depending very largely on imports from a country which is itself faced with a more than possible shortage of its own supply, and which, therefore, may fail us literally at any time. It is more than unfortunate that the war broke out at a period when considerable attention was being focussed upon the possibilities of these shale and cannel deposits as producers of fuel; but it is, nevertheless, strange that, although the possible shortage must have been—or at any rate should have been—foreseen,

literally nothing has been done to develop them. As the *Motor* very pertinently remarks, the question of primary importance that arises is not so much why we are not now starting to turn this waste material into fuel as why we did not begin to do so on the outbreak of war.

No Tyre Pool. For some time past rumour has been busy with a report that a big amalgamation of tyre interests was about to take place, virtually amounting to a pooling of all that really matters in the tyre trade. Sir Arthur du Cros, M.P., gave this statement an unqualified denial at the general meeting of the Dunlop Rubber Company the other day. The American tyre interest, too, has issued a categorical statement to the same effect, which says that "the recent report in financial circles of a pending amalgamation of British and American tyre interests is without foundation in fact." It is passing strange how these rumours gain currency.

A Japanese Car. It is stated that a firm in Japan has embarked on the manufacture in quantities of a 10-h.p. car, to run on paraffin, and which is to be sold at a lower price than the cheap cars imported from America. We have all heard of the "Chinese Rolls-Royce," but a Japanese car is an entirely new departure.



WOMEN-WORKERS IN THEIR DINNER-TIME: ON THE WAY TO THE CANTEEN. The munition girls who are doing such valuable work all over the country are not only industrious, but cheerful and contented, as may be gathered from this picture of a party of them at the C.A.V. works, going to their canteen for a short spell of rest and refreshment.

However, there is no reason in the world why the Japanese should not, with their engineering skill and manufacturing facilities, turn out a very good car. W. W.



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ELEGANCE & COMFORT
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A couple of interesting
pictures from the Front.



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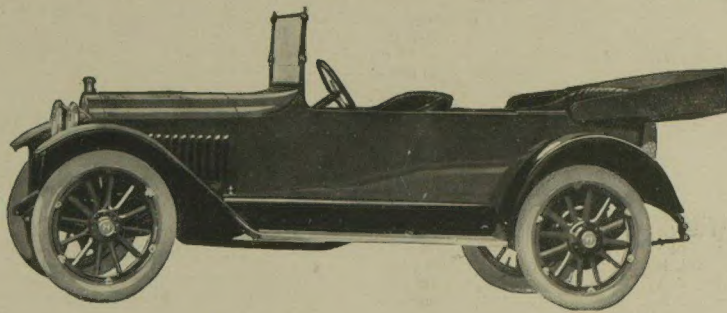
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It could not hold preference if it were just an ordinarily good car.

But it is more than that. It is the "best car of its class in the world," with all the excellences that leadership implies.

In every way it is worthy of the good opinion of the world.

The man who confirms his judgment of superior motor-car value by buying a Hupmobile gets better performance, better quality, better engineering design, more comfort, better upholstery and equipment, better finish than he ever dreamed was possible at the price.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater, sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke. (3 $\frac{1}{2}$ " x 5 $\frac{1}{2}$ "). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear Axle floating type, spiral bevel gear. Cam-shaft and crank-shaft bearings, bronze shell, babbit lined. Long wheel base (119" on 2 and 5 seater, 134" on 7-seater.) Tyres 375 x 105 m/m or 34" x 4" on 2 and 5 seater, 920 x 120 m/m or 35" x 4 $\frac{1}{2}$ " on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre-carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

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An Ideal Suit for Summer Underwear for 6/6



Aertex Cellular Day Shirt, from 5/-

LADIES' PAGE.

IN the plan to get rid of the German titles of the King's relatives, and at the same time to arrange for the future titles of the junior branches of the Royal Family, it is proposed for the first time to place the female royal children on a different footing from the male children. In future, "the title of Royal Highness will be used only by the Sovereign's children and by his grandchildren in the male line—i.e., by the sons of his sons, but not of his daughters." Why make this difference? The persons immediately affected are naturally very few; but what reason can there be for putting this new stamp of consequence on sons as against daughters? In both cases, it seems, the third generation from the throne may be plain "Mr." or "Miss." This, of course, is now the rule about the descendants of Peers: a Duke's grandson, as such, bears no distinctive title—a fact that immensely surprises French people, with whom all the sons and daughters of noble houses always held some title generation after generation. As regards royalty, it is really curious that the problem of what our King's descendants should be called has so long been practically negligible. Queen Victoria's daughters, all but one, married German Princes (and their sons, with their foreign titles, are mostly in arms against us); the exception (Princess Louise, Duchess of Argyll) had no children. From Queen Victoria's four sons, only three sons are now living—King George, Prince Arthur of Connaught, and the enemy Duke of Albany and Saxe-Coburg. Though King George III. had, I believe, eighteen children, he had no descendants in the second generation living in this country except Queen Victoria and the Duke of Cambridge and his sister, Queen Mary's mother. In fact, the question has hardly arisen for the last four hundred years how a Sovereign's great-grandchild living in this country should be known.

The older Kings used to create all their sons Peers, and marry their daughters chiefly to the great English nobles. The sons' peerages were always transmittable to their female descendants if male ones failed—like the throne itself; and, moreover, such an heiress gave her title to any husband she married. The children of those marriages, however, were not Princes and Princesses, but they counted simply as being Peers' children; and, as Edward I. had fifteen sons and daughters, and Edward III. had twelve, it followed that they became ancestors of a numerous progeny, through which the royal blood was carried and is now merged into many titled houses. Thence it descended sometimes rapidly, and Sir Bernard Burke, in his "Vicissitudes of Families," declares that there are now numerous direct lineal descendants of our Plantagenet Kings in the lowliest positions in life. However, the branches of the Royal House often intermarried, as King George and Queen Mary have now done, and also Prince Arthur of Connaught and the daughter of his cousin, the Princess Royal. "Old John of Gaunt, time-honoured Lancaster" (Oh, Shakespeare! What a notion of old age; this Prince was under sixty when he died!) became Duke



A DRESS FOR A SUMMER'S DAY.

A dress of grey organdie over white. The panels are bordered with squares of darned wool-stitch in dark-blue wool. The sash, which runs under box-pleats in front, is of dark-blue taffetas. The neck and cuff ruffles are of pleated linen. The dress is made over white satin.

of Lancaster only because he married his relative Blanche, the heiress of that title and great estates; and his brothers the Prince of Wales and the Duke of Clarence, from the latter of whom the house of York derived its claim to the throne, likewise married their own cousins; a tendency to keep a royal caste that will no doubt be again exemplified.

"Baby Week" has attracted enough notice to satisfy its promoters, whose aim is to procure subsidies from rates and taxes for bringing up the children of the poor. There was not so much heard as of yore of the extremely unjust and cruel accusation, so universal in past times, that infant mortality is wholly due to "the ignorance and folly of mothers." I have often and often pointed out that the main reason why the children of the poor die in such large numbers is sheer poverty: lack of money to buy the milk that is almost indispensable for health in infancy and early childhood, and other good foods, and to supply warm yet airy rooms by night and by day, and adequate clothing, and the constant watchful care and tending that infancy requires. This truth is now at last being recognised; and "Baby Week" is a preliminary to demands on the public purse to supplement the father's wages to give milk and other necessities for the benefit of young children. Whether this is the wisest and most permanently beneficent way of providing for the family is, however, debatable.

What should we buy in the sales? Certainly anything that we are likely to need in the near future which is made of wool, linen, or cotton—all these goods must become dearer, wool in particular. To some extent, the shops and the wholesale dealers have raised their prices already in anticipation of the growing shortage; but they have to "turn over their capital," and so their profiteering prices are still under what they will be in the future. Boots and felt hats, if any real bargains are seen, should be secured; gloves, whether kid or fabric, but especially the latter, are every day growing dearer and scarcer, and we may have to take to mittens ere long! Then ribbon is worth buying, for in the prevailing simplicity of design, sashes form an important feature in the available decorations. All the indications from Paris are that sashes in various guises will be almost universally worn with the autumn costumes. A favoured design has straps, or else big slits at intervals in the coat, worked like button-holes, under which a loose belt disappears for part of the length. Another plan puts the ribbon round the waist from front to back, and fixes it there with a pin or press button, then brings it more loosely round to the front again, carelessly knots it, and lets the ends fall low down over the skirt, in the exact front or a little to one side. Other wider ribbon belts are brought round the waist and knotted over in the front of the figure, and have attached at one side or both sides a loose pocket made of the same wide ribbon, perhaps a little embroidered, perhaps not. The colour of the belt is frequently a contrast to that of the gown.

FLORENA.

JUBOL

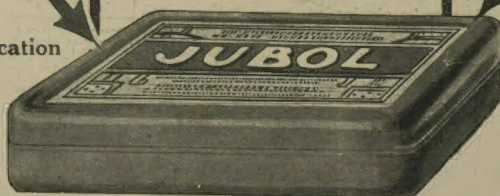
Overcomes
Constipation.Prevents
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MEDICAL OPINION:

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Jubol is a scientific physiological laxative agent. It effects the re-education of the intestine by means of the biliary extracts and active principles of all the intestinal glands of which it is composed.

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URODONAL

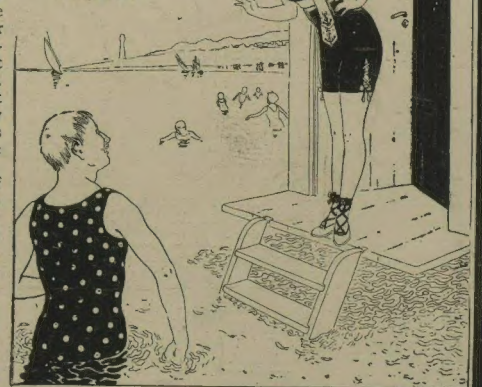
RHEUMATISM
AND SEA AIR

Is it advisable for rheumatic subjects to go to the seaside?

It will perhaps be argued that those who were born at the seaside, or who have lived there the greater part of their life, are specially favoured on account of having become accustomed to the atmosphere, while tourists who only come for a few days, and are therefore strange to it, cannot claim the same privileges. That may be the case, but it still remains to know whether sea air itself is apt to aggravate rheumatic pains.

Precautions must, of course, be taken, and the best way of preventing attacks of rheumatism at the seaside or anywhere else is to neutralise the drawbacks caused by humidity and the risks of over-eating or other imprudences. The only thing to do is, therefore, to combat the over-production of uric acid by dissolving and eliminating it as fast as it is formed. Nothing can be easier than to do this with the help of URODONAL, which "dissolves uric acid as easily as hot water dissolves sugar." This auxiliary and harmless precaution is moreover necessary not only at the seaside, but should be adopted almost anywhere at this time of the year, when change of air, exposure, and outdoor life tend to stir up the blood.

Rheumatism
Gout
Gravel
Arterio-Sclerosis,
Neuralgia,
Migraine,
Sciatica.



"I thought you were forbidden to bathe on account of your Rheumatism?" "Oh, but now I take URODONAL I no longer suffer from Rheumatism."

DR. DAURIAN,
of Paris Medical Faculty.

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